LONG BEACH
TRANSIT
P.O. Box 731
1963 E. Anaheim St.
Long Beach, CA 90801-0731
Phone: (562) 591-8753
Fax: (562) 218-1994
www.lbtransit.com

January 6, 2006

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Department of Planning and Building
333 W. Ocean Blvd., 7th Floor
Long Beach, CA 90802

Dear Ms. Reynolds:

Long Beach Transit (LBT) offers the following comment in response to the Draft Environmental Impact Report (EIR) 37-03 for the Long Beach Airport Terminal Area Improvement Project.

- Incorporate public transit service as an access alternative to/from the airport in the future development plan.

Given the impact of increasing traffic volume and parking demand on the proposed airport improvement project, LBT's transit service represents another viable resource to improve the ground access situation. LBT will participate and contribute if a working committee is created to focus on the transportation and circulation element.

- Specify public transit as one of the required ground access modes in the airport terminal design and development work.

The successful integration of public transit as a ground access mode is highly dependent on the physical layout. Important factors that need to be addressed in the design phase include: the ability to find bus stops, the walking distances, accessibility compliance to Americans with Disabilities Act (ADA) as well as the number of level changes anticipated. LBT staff will provide transit facility design guidelines and technical support to review plans to ensure efficient circulation and convenient accessibility.

- Conduct market research to better understand the travel characteristics of airline travelers and airport employees.

Since 75 percent of the airport traffic is projected to originate from the immediate area of the airport, this task may identify attractive and pragmatic trip reduction incentives tailored to

individual local market segments. For instance, airport employees who are not members of a flight crew most likely have regular commuting patterns. Study findings can serve as the basis for developing the trip reduction plan as proposed in the EIR. LBT staff will participate to assess the potential transit use as well as the routing design serving the airport.

- Utilize advanced traveler information systems (ATIS) to disseminate public transportation information at various strategic airport locations.

Since all LBT buses have a state-of-the-art TransSmart communication system on board, a seamless trip planning system can be developed to update the availability of the service, time tables as well as real-time bus scheduling information. Passengers may conveniently obtain airport ground access information on-site, and also interactively via the internet. A prototype demonstration project has been implemented with similar capabilities on selected bus stops on Anaheim Blvd.

Though private vehicles are a dominant access mode at airports, transportation studies have found that a public transit connection is essential to link the airport to major destinations and the surrounding metropolitan area. In a recent study of 19 airports, the transit market shares, including shuttle bus operations, is above 12 percent; San Francisco (21 percent), San Diego (19 percent) and Los Angeles (13 percent). In the case of the City of Long Beach, LBT provides a well established transit network serving more than 75,000 daily boardings (8% of total personal trips) as one of the most cost-efficient transit systems in the region. It is important for the airport design team to recognize the value of incorporating public transit as a ground access mode with adequate levels of convenience and accessibility.

LBT wishes to support the Airport Improvement Project as an integrated and dynamic multi-modal transportation environment. It is our hope to provide convenient transit services as an attractive alternative to driving for access to the airport.

Sincerely,

Shirley Hsiao

Shirley Hsiao
Manager, Service Development

C: Edward King, Executive Director, Operations